S	Sanitized Copy Approved for Release 2011/08/03:	50X1-HUM CIA-RDP82-00457R001801030009-3
3-C	CENTRAL INTELLIGENCE	
	INFORMAT SECRET	EPORT '\o^1'
DUNTRY.	Germany (Russian Zone)	DATE DISTR. 21 September 1948
JBJECT	Construction of Trawlers for Use in the Black Sea	NO. OF PAGES 1
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ATE OF		SUPPLEMENT TO REPORT NO. 50X1-HUM
F THE UNITED . S. C., 31 AND F ITS CONTENT INITED BY LAW VER INFORMAT		EVALUATED INFORMATION FOR THE RESEARCH OF TRAINED INTELLIGENCE ANALYSTS 50X1-HUM
1.	Apart from the program drawn up by the Scutters and fishing luggers in the small further program is envisaged for the conto be produced has not been established,	er shipyards along the Baltic coast, a struction of trawlers. The exact number
2.	These trawlers are to be built exclusively in the inland shipyards around Berlin, and after completion are to be transported down-river to Stralsund, where the engines are to be fitted by the Ingenieurbau, Stralsund. In April the first eight completed craft were lying at Stralsund awaiting the fitting of their engines. Although the Soviets in Stralsund maintained that the engines for these trawlers were due to come from Lemingrad, it was known to the German employees at the Ingenieurbau that representatives had been sent to the West to negotiate there for the supply of these engines. Although an agreement had been made, no deliveries had taken place by April 1948.	
3.	These trawlers are of usual construction siderable attention. craft for use in the Black Sea; however, unable to understand the design.	they are a new type of fishing
4.	The trawlers are well-equipped for a crew of about 20 men. They are of 200 tons and are strongly constructed of iron with the screw situated well back under the stern. Each trawler has an after-deck some 8 meters broad, across which, running the full breadth of the ship, is a solid cylinder 40 cm. thick. Some 6 meters distance from this cylinder in the center of the ship is fixed a further solid vertical drum. This drum is 4-5 meters in diameter and stands approximately $\frac{1}{2}$ meters high. This equipment is evidently for the hauling in of nets, but the type of construction seems extraordinary to German fishermen.	
5.	Oberingenieur Claus of Germanischer Lloyd, Berlin, is responsible for the supervision of this trawker construction in the inland shippards, while Ingenieure Schlueter and Ottens of the same firm are charged with supervision of the mounting of the engines.	
	Comment: There is no evidence to into a minelayer or a minesweeper.)	show whether this craft could be converted 50X1-HUM
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